

MANY THEFTS OF PLANS
ROUSE NAVY SECRETARY
Bureau Records and Documents
Have Been Disappearing
for Months.

LATEST THE MOST DARING

Mr. Daniels Institutes Measures to Protect War Secrets in Every Possible Manner.

(From The Tribune Bureau.)

Washington, May 14.—Alarmed over the apparent ease with which the two sets of wiring plans of the new battleship Pennsylvania were stolen from the Navy Department and the fact that for many months records and documents relating to American vessels and their armament have mysteriously disappeared from the Ordnance and Steam Engineering bureaus, the Secretary of the Navy has thrown extra safeguards about the secrets of the department and is preparing to provide still greater protection in the future.

No records or drawings have disappeared from the War Department, it is declared, but additional precautions to guard important information will be taken hereafter. Incidentally, an inventory of the records was taken in several bureaus to-day, but nothing further was missing.

Secretary Daniels has shrouded the theft of the two sets of plans and the investigation with mystery by his attitude of silence. Beyond the fact that the plans have disappeared he will divulge no information. Other officials are equally reticent. There is a disposition on the part of officials to minimize the importance of the theft as indicating the possibility that some foreign power is after naval secrets of this nation, although no explanation of other theory has been advanced by Secretary Daniels or his subordinates.

Government Sleuths Busy.

Secret Service men are working on the case, and there were rumors to-day that the arrest of an employee in the department was expected soon, but Secretary Daniels said no one was under suspicion. He added that the department had no theories. He declined to say whether private detectives were adding the Department of Justice operatives, but there is reason to believe they are. In fact, it is rumored the Department of Justice has several clues that may lead to arrests.

Passes formerly held by a large number of employees, permitting them to enter certain rooms, have been revoked, and a close guard is now kept on all the offices and rooms containing important information and facts which might be of use to a foreign power. The boldness of the two thefts has served to put the department on its guard and to emphasize the comparative ease with which it was formerly possible to loot the records.

The fact developed to-day that the second set of plans was stolen between Saturday night, March 22, and the following Monday morning. This was about two weeks after the first set was stolen, and in the opinion of the Navy Department officials indicates that the thief took a desperate chance, as it could be reasonably expected that after the first theft extra precautions would be taken and perhaps a watch maintained. The plans were duplicates of those first stolen.

Alarming Only in Aggregate.

Officials decline to give the details of other thefts in the department within a comparatively recent date, but it is known that records and documents have mysteriously disappeared. They assert that the missing documents are of no particular value, and for that reason no alarm was occasioned until the hold theft of the wiring plans of the Pennsylvania was discovered.

The prevailing theory among a majority of the naval officers is that the wiring plans and probably other records were taken by some one within the department having access to the offices and record rooms. No locks have been broken, and from the facts known it is evident that no difficulty was experienced in carrying off the stolen property.

Secretary Daniels said to-day that he did not contemplate holding a court of inquiry to fix the responsibility for the loss of the plans.

Rear Admiral Litch I. Cone, Chief of the Bureau of Steam Engineering, was asked to-day if the stolen wiring plans would betray the secrets involved in the new three-gun turret on the Pennsylvania. He said these plans showed nothing that had not already been made public. The plans consisted mainly of details of the electrical apparatus used in handling the turrets and guns and had little to do regarding the turret proper.

23 YEARS FOR \$3 THEFT

Pardon Given After Boy Grows Up in Kansas Prison.

Topeka, Kan., May 14.—On information that he had spent twenty-three of his thirty years of life in prison for the theft of a watch valued at \$3 and a meal, Arthur Patten was paroled from the state penitentiary to-day by Governor Hodges. The Governor announced it as his belief that "society had committed a crime against Patten." He sent the paroled man to a farm "to become a citizen."

Patten, excepting for two weeks, has been in custody since he was seven years old, when he was sent to the state reformatory for stealing a cheap watch. After four years in the reformatory he was paroled, but could find no work. One night he entered a farmhouse while the family was away and ate the remains of a supper. For this his parole was revoked. When his term was up he was sent to Osgood County, tried and sentenced for burglary in the second degree for eating the farmer's supper.

PLAN NEW PORK BARREL RAIDS

Pie Hungry Representatives from Rural Districts Urging Appointment of a New Committee to Handle All Highway Bills in the House.

(From The Tribune Bureau.)

Washington, May 14.—While one group of House leaders is trying to work out a budget system to reduce the annual appropriations Representative Henry, chairman of the Rules Committee, flanked by a group of pie hungry members from rural districts, is preparing to report his resolution for the creation of a new committee on roads.

The Roads Committee will compete, when organized, with the Public Buildings and Rivers and Harbors committees in "pork barrel" activities. A good roads bill will be an annual event hereafter if the intentions of the Henry followers are carried out, and all indications to-day point to the early creation of the new committee. Mr. Henry, however, has a formidable following in the House, for about fifty bills, introduced by as many authors, are awaiting reference to the new "pork barrel" committee on its organization.

"FIREPROOF" FLATS BURN

Brooklyn Apartment Houses, Competition Increasing, Says Not Yet Open. Are Destroyed.

A "modern fireproof" apartment house, almost ready for occupancy, went up in flames and smoke last night at Putnam avenue and Downing street, Brooklyn. So fierce was the heat from this five story furnace that Chief Kenyon sent in a fourth alarm.

The damage was variously estimated at from \$5,000 to \$50,000. Deputy Chief Lally standing for the lower figure. The fire started at about 5:45 o'clock. It is believed, from reports from a fireman's furnace, and when the fire fighters got it under control an hour later there was nothing left of the building except the yellow brick walls. Frame houses in Putnam avenue and Downing street were blistered by the flames.

A rumor was heard that the fire was of incendiary origin, but the only foundation that was found for this was that there were several mechanics' liens on the building. A man drew the attention of the watchman to smoke curling from the further end of the building in Downing street. Before he could send in the alarm the flames were shooting from nearly every window in the structure.

By the time the first engine company arrived the roof of No. 39 Putnam avenue, across the street, was burning brightly, and a second alarm was rung in. One of the first things the water struck, according to early witnesses, was a large canvas sign which read:

"These elegant modern fireproof apartments ready for occupancy on or about July 15."

Several frame buildings in the neighborhood were saved by constant streams of water which the firemen played upon them. The Waldron mansion, at Grand avenue, owed its safety to the work of the fire fighters. Passengers on the Fulton street elevated obtained an excellent view of the blaze as their trains neared the Grand avenue station, and hundreds left the cars for a longer sight. When the roof gave way the roaring flames leaped high in the air, sending up a great shower of sparks.

The building was being put up by the Absol Construction Company, of No. 1029 East 163d street. It fronted 39 feet on Downing street and 20 feet on Putnam avenue. Except for the plastering and plumbing it was practically finished.

THINK BRYAN AIMED AT THE PRESIDENT

Many Democrats See Significance in Secretary's Speech About Party Platforms.

(From The Tribune Bureau.)

Washington, May 14.—A man who violates a party platform and betrays his party and the people is a criminal worse than the man who embezzles money—William J. Bryan, before the Pennsylvania Legislature, at Harrisburg, May 12, 1912.

We favor a single Presidential term, and to that end urge the adoption of an amendment to the Constitution making the President of the United States ineligible for re-election, and we pledge the candidate of this convention to this principle.—Platform of the Democratic National Convention, July 2, 1912.

Whether Mr. Bryan, reputed author of most of the Democratic platform, had any particular plan in mind when he talked about a "muzzler" and violator of the party platform at the Pennsylvania capital last night has been a topic of much discussion at the Capitol to-day. When Mr. Bryan was asked about the declaration to-day he asserted that no personal allusions were meant, but, rather, that he spoke "generally."

A Texas Democrat declared that in his opinion Mr. Bryan was trying to offset the talk among prominent Democrats that President Wilson should be the party's nominee again, and was still trying to force an avowal from Mr. Wilson. The Texas pointed out that Mr. Bryan has laid great stress on the single term plank in "The Commoner."

Several prominent Democrats believe the Harrisburg thrust was meant for President Wilson, and they cite also the following from Mr. Bryan's speech of last night:

"It is a settled principle of this country that a platform is binding upon every man that runs on that platform. Some men violate platforms because they say they cannot violate their conscience. Far be it from me to have a man violate his conscience. No man should violate his conscience, but that does not mean that he should violate his party platform. It means that his conscience should begin to work before he is elected, and not afterward. If after election he cannot violate his conscience to keep his party pledges he should resign and not put his conscience above the conscience of his constituents."

It is asserted by some Democratic leaders that as President Wilson has seen fit consistently to ignore the one-term plank on which he was elected, it is in questionable taste for the man who occupies the premier place continually to revert to it and to make remarks which are certain to be construed as designed to bait the Chief Executive.

Attention is also called to the fact that Mr. Bryan has made overtures to several members of the House, with a view to the early introduction of a constitutional amendment limiting Presidents to a single term and making ineligible all who have once served in that high office. It is declared such a resolution will be introduced at the regular session.

TAXI OFFICIALS LET WINE FLOW FREELY

JERSEY CITY COMMISSIONER MINUS WILSON HECKLER

(Continued from first page.)

last eighteen months, are expected to testify later.

There was no doubt yesterday of the feeling in the District Attorney's office that a certain "community of interest" had been established between the aldermen and the taxicab company's officials. Whether or not money passed is the point in which the District Attorney is most interested.

The scope of the investigation was enlarged yesterday when subpoenas were issued for officials of the Mason-Seamen Transportation Company for practically all taxicab company officials in the city.

Another phase of the investigation related to members of the traffic squad receiving favors from the taxicab companies in the form of \$5 and \$10 bills, apparently to accelerate reciprocity favors relative to traffic regulations.

The primaries themselves produced a somewhat mixed result, with former Mayor Mark M. Fagan so far in front that his nearest competitor was about 4,000 votes behind him.

Of the ten candidates selected on Tuesday two were Republicans and eight Democrats, the Republican in addition to Mr. Fagan being Thomas J. Stewart, a business man, who had never meddled much in politics. Outside of Mr. Stewart, the other men selected are all politicians, although the object of commission government was to eliminate politics from municipal affairs.

Mayor H. Otto Wittmann, one of the President's supporters, had the satisfaction of seeing five of the candidates favored by his faction among the successful candidates at the primaries, while the Democratic faction opposed to him managed to pull through two. James J. Ferris, who also was successful, is an independent Democrat. Of the anti-Wittmann men, Frank Hague, the leader of this faction, which is friendly to "Jim" Smith, ran third. George Brensing, the other anti-Wittmann man chosen. The successful Wittmann men are City Collector A. Harry Moore, City Treasurer Carl G. Schumann, City Clerk John H. Morris, ex-Assemblyman Charles H. Alwell and ex-Judge Joseph Farmer. The semi-official returns of the primaries show the vote of the ten highest men in the contest, in which 91 took part, as follows:

Mark M. Fagan, 12,142; A. Harry Moore, 8,414; Frank Hague, 7,880; James Ferris, 6,656; John H. Morris, 4,770; Carl Schumann, 5,225; Joseph Farmer, 5,231; Charles P. Olwell, 4,551; Thomas J. Stewart, 4,572 and George F. Brensing, 4,090.

The near-nominee, Assemblyman Walter McDermott, received 3,366. The lowest man on the ticket was Robert Ambry, who received 116 votes.

Tuesday's primaries were practically an elimination contest, as the ten candidates selected will again have to face the voters on June 10, when the five men receiving the highest number of votes will become the commissioners who will take over the conduct of the affairs of the city. They will take office on June 17, and will hold office for four years, unless they are recalled before the expiration of that period.

BROOKLYN SALES.

The John Pullman Real Estate Company sold No. 742 Carroll street, a three story and basement dwelling house, on lot 20x139 feet, for William H. Nicolay, to a client for investment.

Arthur T. Weygant sold No. 164 Ross street, a three story and basement dwelling house, to a client for occupancy.

Fred M. Smith sold to Oscar Palmieri the two story stone front model modern house No. 219 Fenimore street. The buyer will occupy.

John Arnold sold No. 142 Greene avenue, a three story dwelling house, on lot 20x100 feet, for the Marguerite Barber estate. The buyer will occupy. Also No. 640 Pacific street, a three and one-half story dwelling house, with shop in the rear, on lot 25x110 feet, for Susanna Bringer, to an investor.

LONG ISLAND LEASES.

The Lewis H. May Company has leased the following: At Lawrence, Long Island, for A. Buxbaum Hecht, cottage on Broadway to Mrs. S. Hess; at Cedarhurst, Long Island, for Henry Geidel, cottage on Washington avenue to W. C. Francis; at Far Rockaway, Long Island, for E. Haberman, cottage No. 7, Reads Lane, to Felix H. Levy; for Simon Hatch, cottage on Atlantic avenue to Charles B. Meyers, and for P. W. Gallacher, cottage on Grandview avenue to E. B. Bretzfelder.

PLANNING TO BUILD

Plans for the establishment of a university will be taken up, and there will be sessions devoted to doctrinal discussions. The convention will last until May 21. The doctrinal discussions will hinge upon the modern objections to miracles. Pastor P. Roemer, of St. Stephen's Church, Manhattan, has prepared theses under this head.

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CLEAN-UP CRUSADERS
TO SPY ON KITCHENS

Lederle Plans Rigid Inspection of Food Places as Climax to Campaign.

NOT IMMUNE. HE SAYS

Edwards' Force Swamped with Rubbish, He Appeals to Truckmen to Come to His Rescue.

As a climax to the clean-up campaign being waged, Health Commissioner Lederle will start a rigid inspection of every place in the city where food is sold or prepared for sale, beginning next Monday. In speaking of the work in this direction yesterday he said it would include hotel and restaurant kitchens, food stores and other places where food is handled.

"This will be a crusade conducted solely by the Department of Health," he explained. "I want to be sure that such places have not considered themselves immune in the crusade now going on. If they have failed to clean up their premises and put them in sanitary condition, then they will be forced to do so."

As for owners of vacant lots, the Commissioner said that an inspection would be made next week to see if such persons had taken advantage of the opportunity to collect all the rubbish and have it taken away.

Watching Vacant Lots.

"If it is found such stuff still remains," Commissioner Lederle declared, "then the department will issue an order against all such offenders and they will be forced to clean up at their own expense or be prosecuted."

In company with Commissioner Edwards, the health official made a trip of inspection yesterday and announced himself as satisfied with results. East 64th street, he said, was one of the dirtiest streets he had seen in the city. The attitude of all in the clean-up, he added, was shown by the rubbish piled up in the front yards of some of the Fifth avenue residents.

Spying some dirty building tops from his office windows, the Health Commissioner sent sanitary patrolmen to a number of nearby buildings yesterday and had all the junk and trash taken from the roofs immediately.

Eye on Scow Trimming.

An inspection has been ordered by the Commissioner following the report that De Marco, who has the contract for trimming the scows, was storing bedding, coats, carpets and other housefurnishing material.

"De Marco has the right, according to his contract with the city," said the Commissioner, "to save what he can. I shall have an investigation made to find out what is being set aside, but there is no need of any apprehension, for there is no danger of infection. Most of the stuff which is saved goes straight to the manufacturing plants, principally for the production of paper."

While the clean-up is in progress there should be some effort made to get rid of thousands of cats and dogs in this city. Such is the contention made by many persons in letters of protest to the health authorities. In a letter from a Brooklyn man, received yesterday, the writer says there are so many cats across the river he and hundreds of others cannot sleep.

Edwards Swamped Again.

Because of the large amount of rubbish being thrown into the streets Commissioner Edwards last night made an appeal to persons owning horse drawn trucks and automobile trucks to come to his rescue and help remove the mountain of trash. Having no money to remunerate owners of such conveyances, he trusted to their patriotism to help in ridding the streets of the litter, much of which he contends his department is not supposed to handle. The scow condition was somewhat improved, although every one that can be placed in commission has been obtained.

The total number of loads collected yesterday was 7,704, which was more than the day before and 3,500 more loads than on an ordinary day. In speaking last night of the progress of the work, Dr. Marion McMillan, Commissioner Lederle's chief lieutenant, said:

"Commissioner Lederle and I took Commissioner Edwards up to the middle 50's on the East Side yesterday. After about an hour of it Commissioner Edwards threw up his hands and said: 'I have had enough of it. I take back everything I said. I didn't think there was so much rubbish in the world.'"

Even so, the dumps are crowded for a while, the health authorities are pleased in getting so much stuff away from the houses and stores.

In 54th street, between First and Second avenue, the street was almost impassable yesterday because of the refuse.

The schedule of the Street Cleaning Department for to-day follows:

Manhattan.

Section. 10—Jefferson street, Broome street, Division street, Ridge street to East River. 20—Avenue A, East River, East Houston street and 7th street. 30—Broadway, West 34th street, Sixth avenue and West street. 32—East 28th street, East 34th street, Fifth avenue to river. 34—East 30th street, East 36th street, Fifth avenue to river. 35—West 98th street, West 90th street, Central Park West to Riverside Drive. 42—East 124th street, East 98th street, Fifth avenue to East River. 48—East 121st street, East 126th street, Lenox avenue to river. 49—West 17th street to Polo Grounds, Lenox avenue to St. Nicholas and Columbia parks.

Brooklyn.

4—East River, Concord street, Fulton street and Navy street. 5—Fulton street, Concord street, Fulton street, to Navy street. 16—Fulton street, Bedford avenue, Atlantic avenue and Sterling place. 21—Greenpoint, East 1st street, Nassau and 4th streets and Bushwick Inland street. 24—Kath avenue, Gates avenue, Broadway to City Line. 31—Jefferson avenue, Fulton street, Sumner avenue and Broadway. 35—East New York avenue, Highland Boulevard, Alabama avenue and Cleveland street. 40—Bay Parkway, West street, Avenue N, Nostrand avenue and Garretson avenue.

The Bronx.

7—Bathgate avenue, Harlem River, West and East 174th street and Fordham Road.

DOBBS FERRY PLACE RENTED.

Worthington Whitehouse has rented for Mrs. Henry Villard to Benjamin N. Duke her estate at Dobbs Ferry. The property consists of a large furnished house, stable, carriage house, five acres of land, commands a fine view of the Hudson River.

BLOCK FRONT SALE TO-DAY.

Included among the list of offerings at the stand of Joseph P. Day to-day is the olden factory and salesroom building, on the cupping the entire block front on the west side of University Place, 9th to 10th street.

The other offerings consist of No. 23, East 123d street, a three story building; No. 24 West 25th street, a four story tenement house; Nos. 274 and 276 Bainbridge street, a six story office and apartment building; Nos. 250 and 282 Amsterdam avenue, between 88th and 90th streets, two five story tenement houses; No. 92 Columbus avenue, adjoining the northwest corner of 108th street, a five story tenement house; No. 730 East 194th street, a five story tenement house and gun Hill Road, a plot 18x105 feet, improved with a two and one-half story dwelling house; also the plot, 75x100 feet, twenty-five feet north on the west side of Bainbridge avenue; also a three story building at Belle Harbor, Long Island, and located on the west side of Winthrop avenue, about 260 feet from the Atlantic Ocean.

STEEL TRUST BOOKS

UNDERSTATE PROFITS

Report of Bureau of Corporations Shows Cost of Production Lower than Given.

CALLS RETURNS EXCESSIVE

Average Book Cost of Bessemer Steel Rails Put at \$21.53, While Report Finds Actual Cost Is \$16.67.

Washington, May 14.—Part 2 of the report of the Bureau of Corporations on its investigation of the steel industry, dealing particularly with the cost of production, was submitted to the President to-day by the acting commissioner, Francis Walker. A discussion of the vast difference between "book costs" and "net costs" featured the report, figures being given to demonstrate that iron and steel manufacturing companies usually include in their statements of costs of production large profits paid to subsidiary ore and transportation concerns.

For Bessemer steel rails, for instance, the report stated that the average book cost of the United States Steel Corporation was \$21.53 a ton, while the actual net cost, excluding intercompany profit on transportation and material, was only \$16.67. Deducting only intercompany profits from materials, the bureau computes the net cost at \$17.82 a ton.

In his letter transmitting the report Mr. Walker says:

"On the basis of the bureau's estimate of the average cost of one property at the time of the formation of the Steel Corporation, together with due allowance for subsequent investments of the Steel Corporation therein, the average investment of the steel corporation in lake ore was about \$147 per ton of ore produced in 1912. This investment is computed on the basis of a thirty-year supply in reserves of ore, all additional investment in ore reserves being excluded from consideration. The profit of \$1.20 per ton which was charged by the Steel Corporation in 1912 was equivalent, therefore, to a rate of 23 per cent on the computed investment in ore."

Risk Small; Profits High.

"Considering that the Steel Corporation owns or controls the great bulk of the lake ore supply; that in consequence of the number of its mines its risks of operating them is reduced to a minimum; that it has an assured market for the sale of its ore to its own manufacturing plants; and that its production of iron and steel is so extensive and diversified, and is widely sold throughout the world that a very large output is always practicable, it is evident that the risk of this business is comparatively small and that the profit is excessively high."

"Similar conditions are found with regard to the profits from the transportation of ore. This appears at once when the extremely low ratios of operating expense to gross earnings of the Steel Corporation's two railroads in the lake ore mining district in 1912 are stated, namely, 20 per cent for the Duluth, Missabe & Northern Railway, and 24 1/2 per cent for the Duluth & Iron Range Railroad. The average ratio for all the railroads of the country in 1912 was 65 per cent."

"On the basis of the total investment (including net working capital, and the total net earnings reported by these two railroads, the rates of profit in 1912 were, for the Duluth, Missabe & Northern Railway, about 23 per cent, and for the Duluth & Iron Range Railroad, about 57 per cent. Such high rates of profit from a business which is monopolistic in character, and also affected by a public utility, are obviously excessive."

It should be noted, however, that the extraordinarily high transportation rates on ore from which these profits were derived were considerably reduced by the Steel Corporation in 1912, shortly after the publication of the first part of the bureau's report on the steel industry."

Profit on Investment.

In illustrating the rates of profit on investment Mr. Walker says:

"For Bessemer steel rails the net cost of the Steel Corporation in 1912 was \$16.67 a ton, including certain estimated additional costs, as stated above; the average selling price was \$21.45, giving a profit margin of \$4.78. The investment in raw materials, transportation and working capital required for the production of rails was about \$5 a ton of product, according to the computations of the bureau. This indicates a rate of profit on investment of 164 per cent on rails."

"On a similar basis the bureau's computations indicate for plates a rate of profit in 1912 of 104 per cent on the investment. These different rates of profit illustrate, furthermore, certain differences in price-making conditions, which were somewhat competitive for plates in 1912, while notoriously non-competitive for rails."

For the period 1902 to 1908 the report shows the average costs for certain products by districts. This comparison shows a decided advantage in the cost of assembling materials for the plants on the shores of Lake Erie, as compared with those in the Pittsburgh district, under the prevailing railroad rates on ore from Lake Erie ports to Pittsburgh.

For these same cost statements comparisons are also made between the net costs—but without deduction of transportation profits—of large companies and small companies, which indicate a decided advantage in favor of the former. Thus, for Bessemer pig iron the net cost (including an assumed normal addition of 10 per cent for the large companies) averaged \$14.2 a ton for the large companies, and \$14.2 a ton for the small companies. This difference was due in part to the more complete integration of the large companies.